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[1402]

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On MONDAY Next,
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SPECIAL MENU.

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O. E. OWEN,
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Hongkong, 18th May, 1909. [1492]

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Hongkong, 29th April, 1908. [1467]

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Hongkong, 1st April, 1909. [1493]

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[1439]

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Hongkong, 15th April, 1909. [1435]

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[1434]

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[1435-2]

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Hongkong, 17th April, 1907. [1415]

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Hongkong, 21st September, 1905. [504]

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HONG KONG, 1st April, 1905. [1435]

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SCOTCH WHISKY

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GUINNESS' STOUT

IN PINTS AND SPLITS.

A. S. WATSON & CO.
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ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

instance, would have been effect had the British Government of the day informed the merchants at Hongkong that any expenditure of capital there was useless, and that it might any day restore the colony to China, in which case it would not make any compensation whatever? Where would the foreign trade of China have stood—let alone Hongkong itself?

This, however, is what the last two Governments have been telling Weihaiwei. The shipping houses were quite prepared to spend the capital, which they had ready, if only the Government would say that it intended to hold Weihaiwei, or would give any guarantee as to the return of money expended in *bona fide* improvements. But the answer was ever unsatisfactory; it would make no promise of any sort, nor state its intentions as to the rendition of the port. There was no wharf at which steamers could lie, and no godowns in which cargo could be stored, and as these exist at the neighbouring port of Chefoo naturally steamers prefer to go there with cargo, notwithstanding the unsheltered nature of the port. With a little expenditure, which the merchants were quite prepared to make, Weihaiwei could be rendered a model trampship port, as it is well sheltered, easily approached, and sufficiently deep for the largest steamers engaged in the home trade. It is likewise admirably adapted as a distributing centre, from which coasting steamers could run in a few hours to all the ports round the Gulf of Pechili; North China, Korea, Manchuria, and the west coast of Japan. In all these respects it is more favourably situated for the northern trade than Shanghai itself, as home steamers could run there direct, quite as easily as to Shanghai, and would not have the delays incident on entering the River Yangtze. These advantages would be actually increased on the opening of the Panama Canal, when the voyage will be actually shorter than to Shanghai. In fact in all these respects Weihaiwei, in proper hands, is the natural emporium for the trade of Northern China.

In this connection it is not necessary to mention its importance as a naval station, as well as the enormous advantage of holding it as the natural sanitarium for the whole of our fleet and garrisons in the Far East, from Singapore northwards. In this respect Weihaiwei stands unrivalled, even in Europe, few ports in the world being in a position to compare with it as a health resort. Strategically its importance was

seen by John Fisher come on the scene with his idea of concentration of the fleet in Home waters. It is hardly necessary to point out how disastrous has been the acceptance by the nation of this scheme; for one thing it has brought us into open competition with Germany, who saw at once the opening left by our retirement from the command of the Pacific to advance her own position as a world Power. This policy of retirement went so far that it actually led us to break up a by no means important section of the fleet under the mistaken idea that the vessels would be no longer needed. It is noteworthy that the class of vessels thus destroyed by ourselves, have been those which in response Germany had been more active in building; and the curious effect has been that we now find ourselves committed to the task of rebuilding the very type of ships which five years ago with our eyes open we wanted to destroy. The retreat from Weihaiwei was only on a par with that other abandonment of Vancouver Island as a naval base, which has led to our having already to occupy a secondary position in Eastern waters, and has even led to our position in Canada and Australia being challenged. It may be quite true as Lord CHARLES BERESFORD has pointed out, that the time for panic has not arrived, but the proposed abandonment of Weihaiwei, placed in conjunction with the other blunders of the recent Fisherian administration, all point to the policy of the controlling members of the present Administration being centred, at whatever eventual cost, to the nation, on the deliberate reduction of the navy to the limits of a second class Power. We use the term controlling members, because although there are certain other members of the administration who see clearly the drift of the present cheese-paring attitude, they have not, for party reasons, the strength of will necessary to carry through their own convictions; and fear that their insistence will lead to their own or the others' forced retirement from the Cabinet, which they perceive would inevitably lead to the disappearance of what they have been brought up to believe to be the "Great Liberal Party"; and the wreck of this they hold as of higher importance than the existence of the British Empire. The policy of yielding on every point to the will of the Trade Unions, inaugurated by GLADSTONE, is now beginning to bear fruit, and, as was predicted at

the time, has proved incompatible with the continuance of Empire. There are signs that, after a long lethargy the nation at large is beginning to wake up to the real danger of the situation; but as yet it has hardly got to the length of doing more than wiping its eyes.

Mr. Marham, formerly of Hongkong, continues the publication of the late Mr. Bethell's paper, the *Korea Daily News*. The post of United States Minister to Peking was offered by President Taft last month to Senator Fulton, who requested to be excused, in which case the "Oriental abattoir" is one of the headings given to the announcement in an American contemporary.

The Right Rev. Bishop D. Porzini left Hongkong yesterday afternoon for Swatow on a mission tour. He will return in time for the confirmation and procession of the Blessed Virgin Mary, which is to take place in the 31st instant in the compound of the Cathedral of the Immaculate Conception.

On Monday a Parsee Funeral took place after an interval of eighteen months. The deceased, Mr. Burjorjee Nowrojee Fattakie, was the proprietor of the firm of B. Nowrojee & Shamsen, Canton. He was 54 years old, and after lingering with an illness for the last few months, died at the Peak Hospital on Sunday night.

An application for a summons against Lieutenant Colonel Bruce and Captain Hilton Johnson of the Municipal Police, Shanghai, charging them with the theft of roulette tables from the Alhambra was made to Mr. G. W. King, H. B. M. Police Magistrate but was refused. It is stated that the plaintiffs have filed a petition in the Supreme Court in support of their application.

Special efforts are being taken at Shanghai in the preparation of the St. George's Society Fête which is to be held in the British Consulate gardens on the 24th instant, and there is reason to believe that the celebration will be in every way worthy of the occasion. So far we have heard of no special efforts to celebrate Empire Day in Hongkong, excepting the delivery of an address by H. E. the Governor at the British School at Kowloon.

An interesting story comes from Lantau Island. According to the report presented to the police it appears that late on the night of the 15th inst. four men armed with choppers and fighting irons and carrying lighted torches entered a temple near the village of Kungahang, in which some five women were living. They told the inmates not to be frightened, while they helped themselves to the women, and they took away jewellery to the value of \$107 and other articles amounting in all to the value of \$130. All the booty taken away belonged to one woman, a concubine, who had left her husband some ten days earlier.

Another sidelight was thrown on Chinese life at the Magistrate yesterday when a rickshaw coolie was summoned for assaulting another. It appears that it is a recognised custom that Hokies and Cantonese should keep themselves apart, that is to say that they should have separate stands. In this instance it appears that a Hokie appeared on the stand of the Cantonese in the neighbourhood of the Hongkong Hotel, and of course the latter resented the intrusion with the result that a free fight ensued. It could not be proved that the defendant was the man who assaulted the complainant and the summons was dismissed by Mr. Hazelton, who warned the parties to have more regard for the susceptibilities of each other.

Travellers on the Imperial Railways of North China, the *China Times* says, may have remarked that electric lighting was provided in the cars for a time, and then disappeared and was succeeded by oil illumination. The electric lighting experiment was short-lived. The batteries were charged at Peking and Mukden, but the dynamo used at Mukden was spoilt through improper management. At Peking the Electric Co. charged the batteries, and this was more expensive than if the Railway Co. had itself provided the current. This they are now prepared to do. They have procured from England a complete plant, and this will shortly be employed for charging the batteries for the storage of electric power for the lighting of the cars. The plant arrived at the beginning of this month, but the new cars are not yet ready, and will not be for some time. By the time the very hot weather comes, however, in all probability electric lighting will once more have superseded oil-lighting in the cars of the I.R.C.

In a telegram sent from Peking on the 26th ult. with reference to the retirement of Mr. Kinder, engineer-in-chief of the Northern Railways, Dr. Morrison said: "When accepting his resignation the Director-General of Railways in the Ministry of Communications offered him a three years' engagement as advisory engineer residing in London, but Mr. Kinder has declined on the ground that the Railway Bureau as at present constituted is acting against China's true interests and has persistently ignored his position and authority for two years past, and that it would be impossible to serve with full respect and loyalty, a bureau which cannot honestly respect its railway loan agreement." Mr. Harvey Bellingham, who was nominated to succeed Mr. Kinder and for the last 18 years has been engineer to the British Municipal Council in Tientsin.

The Shanghai Horticultural Society tried the experiment of holding a Rose Show in the Hongkong Recreation Ground last week. Though the show was a disappointment in point of the number of entries, and the wet weather prevented many from attending and made the Band Concert an impossibility, the promoters the N.C. Daily News says, should certainly give growers another opportunity next year to display their beautiful flowers.

TELEGRAMS.

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THE PLAGUE AT YOKOHAMA.

TOKYO, May 18th.

The outbreak of pest at Yokohama is serious. The epidemic broke out in the poorest quarter of the city and is believed to have been conveyed by means of the rice imported from Formosa.

The premises of 200 rice-dealers have been disinfected.

BRUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

MR. CHAMBERLAIN.

LONDON, May 17th.

Mr. Joseph Chamberlain on landing at Dover walked with assistance and did not seem much improved. He proceeded to London.

COTTON CONGRESS.

LONDON, May 17th.

The Cotton Congress has opened at Milan. There are 350 delegates present including representatives from Britain, India and Japan.

THE CRETAN QUESTION.

LONDON, May 17th.

The Cretan question is likely to be shortly revived. It is understood that it was fully discussed during the Kaiser's recent visit to Corfu, and it is believed that Italy will take the initiative thereon.

DEATH OF GEORGE MEREDITH.

LONDON, May 18th.

The death is announced of Mr. George Meredith, novelist and poet.

CONTEMPLATED TOUR BY THE T-AR.

LONDON, May 18th.

It is stated at Rome that the Tsar will visit King Emmanuel and subsequently go to Constantinople, returning to Russia via the Black Sea.

ITALY'S NAVAL PROGRAMME.

FOUR DREADNOUGHTS.

LONDON, May 18th.

Details of Italy's naval programme are now published at Rome.

An expenditure of £13,000,000 is contemplated, spread over a period of six years, and the building programme includes four Dreadnoughts.

THREE MILLIONS FROM TOBACCO.

GREAT FORTUNE LEFT BY SIR F. WILLS.

Sir Frederick Wills, a member of the famous Bristol tobacco firm, who died at Cannes last February, left £3,000,000. Probate of the will has been granted and the duty payable on his estate is £313,000.

Sir Frederick took a leading part in the development of the business, and for some years was in charge of the London branch. He took an active part in public work in Bristol, and represented North Bristol as a Liberal Unionist from 1900 to 1905.

He was a prominent supporter of Bristol medical and other charities. He was a governor of Guy's Hospital, and gave generously in the neighbourhood of Bournemouth, where he made his home.

SILVER SCOTSMEN.

Lecturing before the Royal Photographic Society in London last month on the natives of South Africa, Mrs. Minna Keens, F.R.P.S., said that among the black population of Cape Town the flora is universally known as the "Scotsman." It appeared that in the old days, when the natives were paid in half-crowns, and the florin was practically unknown in South Africa, a Scotch contractor paid his unsuspecting workmen in florins instead of half-crowns. The ruse succeeded for a time, but when the natives found out that they had been defrauded they conceived such a rooted objection to florins that to-day, when offered one of the coins, they will invariably say, "Ikon, boss, he Scotsman."

The Shanghai Horticultural Society tried the experiment of holding a Rose Show in the Hongkong Recreation Ground last week. Though the show was a disappointment in point of the number of entries, and the wet weather prevented many from attending and made the Band Concert an impossibility, the promoters the N.C. Daily News says, should certainly give growers another opportunity next year to display their beautiful flowers.

THE BEACON HILL TUNNEL.

RAILWAY STAFF REJOICING.

The junction effected in Beacon Hill tunnel on Tuesday was the signal for general rejoicing among the railway staff. After months of toil and days of expectation the drill passed through the last layer of rock at four o'clock on the afternoon mentioned. A large charge of gelatine was placed in the drill hole, and when this was discharged the rock which barred the way was removed. The smoke soon cleared, and then there was a wild rush of miners and others with the object of being first through. The honour fell to a Chinese excavator, who was closely followed by an Italian, the remainder of those who had assembled to witness the last charge following close in the rear.

As they met, hearty greetings were exchanged between the workmen from the north and south faces. Two baskets of champagne were in readiness to celebrate the occasion, and there, underground in the centre of Beacon Hill, the pioneer tunnellers of South China celebrated the occasion in the time honoured manner.

When handshakes and congratulations were over glasses were charged and Mr. Waite proposed a toast to the miners. He had never worked with a better lot of men, he said, men who knew their work, and did it well. He did not speak of the British miners alone, but also of the Italians whose expertise in machine drill work, if equalled, could not be excelled.

Other toasts followed, practically the whole of the railway staff being honoured before the assembled party left the tunnel, merrily inclined and delighted with the task accomplished.

THE TUNNEL SUPERINTENDENT.

His Excellency the Governor, in at least two speeches before the Legislative Council, has made complimentary references to Mr. Waite, the superintendent of the operations at the tunnel, and the following brief outline of this gentleman's career may not be without interest.

Mr. Waite has been on public works in various capacities since early in May 1866 and claims to have got his practical training, under some of the best men of their day. His father and his brothers were engaged on the railway construction, with which the late George Stephenson was connected; afterwards for many years they were with the late Mr. Charles Liddell. His grandfather was also engaged on works in connection with the construction of the Grand Junction—London to Birmingham—Canal. Mr. Waite has four sons who have been on public works since they left school, so that the family have an unbroken record of four generations who have worked on the construction of ways and means of transport.

Mr. Waite commenced his career on the Midland Railway Extension, Bedford to London, for Messrs. Brassey and Co., (the late Sir Thomas Brassey) under Mr. Charles Liddell; then he was on the Ross and Monmouth under Mr. Liddell. Later on the Severn and Wye Railway for Mr. Billups, contractor under Mr. G. W. Keeling, Chief Engineer. Afterwards he was engaged on the Pant-y-ros Reservoir for Mr. Billups, under Mr. John Taylor, Chief Engineer (of Water Works fame), then on the Metropolitan Railway Extension from Swiss Cottage to Neasden, for the late Mr. Joseph Firbank, under Mr. Liddell. Subsequently he superintended the Lewis and East Grinstead Railway for Mr. Firbank, under Mr. John Wolfe Barry (now Sir John). His next engagement was on the Midland Railway deviation at Market Harborough, after which he was employed on the Oxford and East Grinstead Railway under Mr. F. Bamister, Chief Engineer to the L. & S. C. Railway; the Hurstbourne and Fullerton Railway under the late Mr. W. Jacomb, Chief Engineer of the L. & S. W. Railway; Clapham Junction improvements (of which he had sole charge); the Wandsworth and Putney Railway (widening); and the Hampton Court Junction and Weybridge (widening) for the L. & S. W. Railway all for Mr. Firbank, contractor; the L. & S. C. Railway Lewis improvements for Mr. J. T. Firbank, now (Sir Thomas) under Mr. F. Bamister, Chief Engineer, which was a piece of work fraught with extraordinary difficulties which were successfully overcome, the work being completed to the satisfaction of all concerned.

He then had charge of the Somerset and Dorset Joint Railway doubling from Shepton Mallet to Midford, near Bath, for Mr. J. T. Firbank, and under Mr. E. Andrews, then Chief Engineer to the London and South Western Railway; then he was employed on the L. B. & S. Railway, the Clapham Junction and Streatham Common widening. After a short time he had charge of some important sewer work in Lancashire, but before it was completed, returned to London, where he took charge of the removal and renewal of the Ecclesfield Bridge, close to Victoria Station for Messrs. J. Longley and Sons. This bridge crossed all the lines of both Railways and the London and South Western, and the work was carried out without a hitch or an accident of any kind, as far as the L. B. & S. portion was concerned, and with only a trivial slip on the other portion, unattended with any loss of life or injury to person. Next he engaged himself to Mr. W. Kirby, Contractor for the South Eastern Railway improvements at Maidstone, which included the alteration to three stations, viz., Maidstone West, Maidstone Bars, and Tovil, as well as station yards and roads and sidings belonging thereto and intervening. For a short period he also had charge of the Ramsgate Harbour Works for Mr. Kirby, under Messrs. Coode, Son & Matthews. Afterwards he worked at Slades Green, near Epsom, and on the St. John's and Chislehurst widenings. Then he left Mr. Kirby and went to Birkenhead, where he had charge of the Chester and Birkenhead Railway widening for Messrs. Price

and Bees, under Mr. R. E. Johnson, Engineer to the L. & N. W. and G. W. Joint Railways Committee. On returning to London he got an appointment in the London County Council Works department as an Assistant to Mr. G. W. Humphreys, Works Manager, and was then engaged in several street improvement schemes and relief sewer works, which included the widening and improvements of Knightsbridge, Wandsworth Road, Nine Elms Lane, Brixton Road, Harleyford street, High street, Kensington, part of Holborn, Mare Street, Hackney, part of the new Kingsway, and the Balfour Storm Relief Sewer. Then he had charge of the street widenings and improvements from Camberwell Green to the top of Lordship Lane, Dulwich, for Messrs. R. W. Blackwell & Co., Ltd., under the L. C. C., after which he came to China to superintend the construction of the Beacon Hill tunnel, which has just been successfully pierced, six months in advance of the estimated time.

SUPREME COURT.

Tuesday, May 18th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

THE MAXIMUM PENALTY.

John Henry Scar, R.G.A., was given the maximum penalty of two years' imprisonment with hard labour for gross indecency.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (PUISE JUDGE).

A CONTRACT QUESTION.

F. Wandras proceeded against Tam Tso Leung and another to recover \$140 due under two contracts in writing, both dated 24th December, whereby defendants undertook to repay to plaintiff, in a certain event which has happened, two sums of \$70.

Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for plaintiff and Mr. Otto Kong Sing for the defendants.

Mr. Harris told the Court that

CORRESPONDENCE.

THE RAILWAY ESTIMATES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 18th May 1909.

SIR.—The Committee of the China Association conceive it to be in the public interest to endeavour to dissipate an erroneous impression that Hongkong is being called upon to pay for the Colonial section of the Kowloon-Canton Railway considerably more than the work is worth.

The prevalence of this impression is indicated by certain Press comments upon His Excellency the Governor's speech in Council on the increased estimates. From the general tone of these it might almost be assumed that mismanagement had led to the doubling of the legitimate cost of construction. There appears to be a popular idea that the original estimate was for some 5 million dollars; that the work ought not to have cost much more; but that gradually, owing to a series of blunders, the figure has risen to 11 millions. This belief that the cost has been doubled by mismanagement has naturally led to severe criticism from the directed against those responsible for the undertaking. I venture to submit that it is not borne out by the full circumstances of the case.

The first important fact to note is that the estimate of 5 million dollars was a mere rough estimate made by Mr. Bruce on his original survey. The line beyond Shatin planned by him, was a single line throughout, to run along the edge of the sea shore from Loklo to Taipo.

The alignment which he proposed, and on which this rough estimate was based, had subsequently to be altered because the typhoon of September 1906 showed the shore edge to be unsafe. That typhoon was a revelation in many ways. It taught several lessons to others besides Railway engineers, and there is no particular blame attaching to anyone for not having foreseen the possibility of destruction reposing in the sheltered waters of Mirs Bay. If we can all now see that Mr. Bruce's original alignment was a mistake we ought in fairness to remember it was at least excusable under the circumstances.

The change in the alignment, removing the track out of reach of the sea, entailed much heavy cutting not contemplated by Mr. Bruce, and the boring of three additional tunnels, of which that undertaken at Taipo is in itself a considerable enterprise. It is also important to remember that it was subsequently decided to build all bridge cuttings, and the three additional tunnels, wide enough to admit of a double track being laid, should the necessity for that hereafter arise.

Mr. Bruce had not made provision for costly developments of this sort. It was not his business to do so. His business, as described by His Excellency the Governor in the Legislative Council on the 6th February 1908, was "to make a preliminary survey and to base upon it a preliminary estimate." How rough an estimate it was may be gathered from His Excellency's comment upon it in the same speech, in relation to the cost of earth work. He said "it is difficult to know exactly what rates Mr. Bruce had calculated at, because no drawings or calculations of quantities and rates were supplied with the estimate."

"In justice to Mr. Bruce it should not be forgotten that the first and by far the most important duty which fell upon him was to decide upon the main route of the railway. At one time the Deep Bay route had been recommended. He had to determine which of three different routes should be adopted, and it stands to his credit that his decision on this vital point has been generally admitted to be sound."

The first detailed and authoritative estimate made was that submitted by Mr. Eves in his report dated 4th February, 1908, and laid before the Legislative Council on the 22nd of the same month. If this estimate is compared with that made by Mr. Bruce it will be seen that the increase is mainly due to five factors:—

The estimates for land resumption was increased by \$1,186,038
For earthwork by 729,003
For tunnels by 578,555
For bridges by 620,927

With the expenditure on Plant, Rolling Stock, Salaries and Bells (for which Mr. Bruce had made no estimate at all) was estimated by Mr. Eves at 1,191,647

Total \$4,306,170

The reasons for the increase in these items have already been alluded to, with the exception of that due to land resumptions in Kowloon, incidental to new and larger ideas of what will be required at the terminus. Over and above this there remains an increase of roundly \$350,000, accounted for by increase under the other subheads.

With regard to the difference between Mr. Eves' estimate, dated 4th February 1908, and his estimate dated 9th March last, and laid before the Legislative Council at its last meeting, the excess of the latter over the former is just under \$1,150,000. Of this nearly \$1,000,000, is due to increased expenditure on Beacon Hill Tunnel. The net increase on the remaining items, as compared with Mr. Eves' first estimate is just under \$150,000—not a very formidable sum. One reason for the increased cost of Beacon Hill tunnel is to be found in the varied character of the excavation, and another in the phenomenal hardness of the rock met with in parts of the hill, necessitating the use of specially heavy drills, and an enormously increased use of explosives.

The fact that the estimates have exceeded a common experience in all such undertakings—should not be interpreted to mean that the work could have been executed for less. Unless this can be proved there is no justification for

thinking that the Colony has so far suffered any loss except on paper.

The members of my Committee have no valid reason to suppose that the cost of the actual work done is excessive, and, this being so, they protest against the advocacy of the belief that there has been "gross mismanagement" in the construction of the British section of the Kowloon-Canton Railway. Yours faithfully,

MURRAY STEWART,
Chairman,
Hongkong Branch
of the China Association.

PARLIAMENT AND THE FAR EAST.

THE FLEET ON THE CHINA AND AUSTRALIAN STATIONS.

MR. FELL (Great Yarmouth, Opp.) asked what was the strength of the British Fleet in the Pacific Ocean, and how many ships are there on the China and Australian stations respectively.

MR. MCKINNON.—In addition to torpedo craft, gunboats, etc., there are on the China station: Four armoured cruisers, two second-class cruisers, two sloops; and on the Australian station, one protected cruiser, first class, three second-class cruisers, five third-class cruisers, one sloop in reserve. Two sloops are employed on the west coast of America. A cruiser from the China station and another from the Australian station are at present cruising in the Pacific.

THE CANTON-HANKOW RAILWAY LOAN.

MR. HAZLETON (Galway, N. Nat.) asked the Secretary of State for Foreign Affairs whether the British Minister at Peking had addressed a protest to the Chinese Government against the acceptance of a German loan for the building of the Canton-Hankow Railway; if so, on what ground; and whether British financiers were offered the loan on the terms accepted by the Germans and refused it.

MR. MCKINNON WOOD (Glasgow, St. Rollox, Mind.) who replied, said: The terms offered by the German group were declined by the British and Chinese Corporation, and his Majesty's Minister at Peking, acting under instructions from the Foreign Office, has addressed a protest to the Chinese Government on the ground that the conclusion of a loan on such terms was a breach of the spirit of the undertaking given to us by the Chinese in 1905, as explained in my reply to the hon. member for Mid Armathie on the 7th inst.

MR. HAZLETON also asked the Secretary of State for Foreign Affairs what was the form of the alleged agreement, signed September 9, 1905, with reference to the building of the Canton-Hankow Railway, by whom was it signed on behalf of his Majesty's Government; and whether the alleged agreement in question was merely a letter written by a Chinese official to a person or persons entirely unconnected in any official capacity with his Majesty's Government.

MR. MCKINNON WOOD.—The agreement referred to in the question was in the form of an official letter addressed by Chang Chih Tung, the then Viceroy of Wu-chang, to Mr. Fraser, his Majesty's Consul-General at Hankow, and was by way of return for the loan made to China from British sources for the redemption of the concession for this line granted to an American syndicate.

MR. HAZLETON (Galway, N. Nat.) asked the Secretary of State for Foreign Affairs what reply had been received to the protest addressed to the Chinese Government against the acceptance of the German loan for the building of the Canton-Hankow Railway.

MR. MCKINNON WOOD (Glasgow, St. Rollox, Min.) who replied, said:—An answer was received from the Chinese Government on April 14 generally, defending their action, but the contention of his Majesty's Government that the conclusion of a loan upon terms which contained no guarantees as to the proper expenditure of the funds is a breach of the spirit of the 1905 agreement was not touched upon. This has been pointed out to the Chinese Government.

TRADE WITH THE PHILIPPINE ISLANDS.

MR. FELL (Great Yarmouth, Opp.) asked the Secretary of State for Foreign Affairs if he had any information from the Chinese Government on April 14 generally, regarding their action, but the contention of his Majesty's Government that the conclusion of a loan upon terms which contained no guarantees as to the proper expenditure of the funds is a breach of the spirit of the 1905 agreement was not touched upon. This has been pointed out to the Chinese Government.

MR. MCKINNON WOOD.—By section 3 of an Act approved April 29, 1908, it was enacted that the provisions of law restricting to vessels of the United States the transportation of passenger and merchandise directly or indirectly from one port of the United States to another port of the United States, shall not be applicable to foreign vessels engaging in trade between the Philippines Islands and the United States.

MR. MCKINNON WOOD.—A proposal to the effect stated in the first part of the question is at present before the United States Legislature. I have no information of any proposal to reduce or remove the duties on goods of other than American origin imported into the Philippines Islands.

MR. MCKINNON WOOD.—A proposal to the effect that the Government of the United States had established or proposed to establish free trade between the Philippines Islands and the United States; and if the duties at present levied on British goods in the Philippines Islands would be reduced or removed.

MR. MCKINNON WOOD.—A proposal to the effect stated in the first part of the question is at present before the United States Legislature. I have no information of any proposal to reduce or remove the duties on goods of other than American origin imported into the Philippines Islands.

CHRISTIANITY IN KOREA.

At the monthly general meeting of the Society for Promoting Christian Knowledge last month Dr. Weir, who has been working as a medical missionary in Korea for some years, said that the country had become increasingly important since the war between Japan and Russia. Korea was now very much like China during the Ming dynasty before the Manchurian invasion. The Koreans would often lie and steal, but, on the other hand, they did regard patience and meekness as being supreme virtues, and they possessed them in a remarkable degree. They were therefore seeking enlightenment, and, as a means of something learned from the Westerns, which the Koreans, for want of a better name, described as enlightenment. The Koreans were therefore seeking enlightenment, and, as a means of finding it, regarded Christianity with favour.

Many who know the people well believed that in a few years the Koreans would be a nation of Christians. The number of converts was growing with enormous rapidity. Dr. Weir also gave some information with regard to the medical mission at Chonju maintained by the society.

Grants of money and books amounting to upwards of £2,458 were voted. These amounts included £2,000 for the society's medical mission work.

COMMERCIAL NOTES.

CARGOES AT CHINKiang.

Business is beginning to be very brisk written the Chinkiang correspondent of the "N.C. Daily News," and quite a large number of home steamers are passing through our port up to Kiukiang and Hankow with home cargoes and taking back China cargoes. The str. "Oncapak" is in port here now discharging iron plates for kerosene oil tins, for the Standard Oil Company. The str. "Haze" (Haze) is expected hourly with timber from British Columbia for the Railway Co., at Tientsin, Fukien and Nanking.

THE CREDIT SYSTEM.

It is interesting to note from the last minutes of the Shanghai General Chamber of Commerce that a letter had been addressed to them by the Piece Goods Guild Shanghai pointing out the incongruity of the two systems of doing business in that port and Tientsin, and suggesting that in order to unify the procedure of two places, in business transactions with Chinese and foreigners, Tientsin practice of delivering goods before payment, and of paying in two months' bills be adopted in Shanghai. If the old practice be continued unchanged, not only will the business of the House of our Association be, by comparison with Tientsin, curtailed, but foreign merchants will feel a loss which they will find it difficult to account for.

The reply of the Chamber was to the effect that it was unanimously decided not to deliberate further on the proposal, and to inform the Guild that any suggestion to alter the practice of paying for goods by five days' note, orders, so long in foreign ports, could not be entertained, and adding: "The credit system, on your own admission, has led to failures for huge sums, and in the opinion of the Committee of the Chamber, against the best interest of traders, Chinese and foreigners alike."

It is generally inferred that the letter from the Guild was instigated more with the idea of getting something done to put down the omnious practice in Tientsin rather than that have it introduced.

SHANGHAI PIECE GOODS TRADE.

Messrs. Noel Murray and Co.'s latest report on the Shanghai Piece Goods Trade says:—

Whatever the expectations were as regards an improvement in the demand, their realisation has been frustrated by a countermove in Exchange. The demand for Silver on the London market has collapsed, and a re-action has taken place, bringing our rates down a half penny in the week. This has naturally caused a fall, as for the moment there is not much faith in the stability of this downward movement. However, it has effectively stopped business, buyers being inclined to hold off until they can see more clearly what it is really to be, and incidentally to continue the gamble that has occupied so much of their attention recently.

The demand that was thought to be pending for the North has not yet eventuated, in fact the transactions during the interval have been smaller than ever, but there is still an undercurrent of inquiry which is fully expected to develop into actual business in the not far distant future. Since our last transactions have continued on the veriest retail scale, the demand being simply from hand to mouth, and there seems to be few things that buyers have to apply to importers to make up their requirements, which can evidently be mostly supplied by goods already in hand, or can be picked up at the Auctions. It can also be readily conceived that a large proportion of the goods to arrive is on indent account, which would obviate the necessity of buying from old stock, and it has certainly been noticed for some time past that fresh arrivals are being cleared very promptly, to the detriment of the goods that have been kept on storage here for periods now running into years.

News comes from Tientsin that rain, so long wanted, has commenced to fall and is expected to have a good effect on the market. The threatened drought in Shantung has also been averted, which should help to stimulate trade in imports, though nothing can assist that more than a steady, low Exchange, which is so necessary to help China out with the export of her products.

JAPANESE SILK.

The Prefectural Government of Fukui, Japan, has issued a notification in regard to the official inspection of Fukui Export silk. The notification states that "Fukui Prefecture" is noted for the manufacture of silk, known as "Fukui Habutay," which has long been admitted all over the world as unequalled in quality. The total output of the prefecture amounts to 2,000,000 yen a year, and the demand from all parts of the world is steadily increasing. Up to the present, the inspection of the article, in order to certify its weight and quality, has been conducted by the Weavers and Dealers' Corporation. This institution, however, has lately proved unqualified for this task. To make the inspection more accurate and trustworthy, the Prefectural Government of Fukui has undertaken to establish an official inspection bureau, and therein to inspect all export silks made or refined in this prefecture; so that dealers in Fukui habutay will be able to transact business more easily and with more confidence."

The notification gives reproductions of the marks which will be placed on each of the three grades to show their weight and quality. If any inquiries about the weavers, or the refiner, necessary and application is made to the Bureau with the inspection number, thorough investigation can readily be made, as all such particulars are entered in the register.

GERMAN TRADE WITH ASIA.

According to an official statement the imports from Asia to Germany have in 1908 fallen to \$64,6 against 741 million marks, while the exports of Germany to Asia have also fallen to 514,3 against 319 million marks. The imports from British India amounted to 306,9 (407,1) million marks, exports from Germany to that country to 95,4 (99) British Malacca imports 70,7 (23,7) exports 8,2 (12) Ceylon imports 17,4 (15,2) exports 1,9 (2,1) China imports 70,7 (56,7) exports 5,0 (6,5) Hongkong imports 0,1 (0,3) exports 4,2 (5,0) Kuching imports 0,1 (0,3) exports 3,5 (3,4) French India imports 5,2 (4,8) exports 1,7 (1,1) Japan imports 19,0 (23,3) exports 94,6 (102,4) Dutch Indies imports 17,3 (18,1) Formosa imports 47,4 (42,6) Philippines imports 3,1 (4,1) exports 5,6 (7,4) Siam imports 16,9 (6,6) exports 6 (6,5) From Australia and Polynesia the imports amounted to 195,1 (239,1) and the exports to 66,2 (68,6) million marks. The whole foreign trade of Germany in 1908 has amounted to 7,664,0 (8,746,7) million marks in imports, and 6,398,5 (6,845,2) million marks in exports, exclusive of precious metals. The German imports from Great Britain amounted to 66,9 (97,6) and German exports to Great Britain to 97,4 (1,060,4) million marks. The decrease in imports is caused by the considerable decrease of coal (from 11,952,382 tons in 1907 to 10,057,125 tons in 1908).

THE CONSULATE INVOICE SYSTEM.

At a meeting of the council of the London Chamber of Commerce Mr. Charles Charlton presiding, Mr. Stanley Machin was elected chairman of the council, Mr. L. R. S. Denham deputy-chairman, and Mr. Frank Denham treasurer. It was decided that representations should be made to the Secretary of State for Foreign Affairs and the President of the Board of Trade regarding the present heavy duties levied upon vessels using the Suez Canal to the Commercial Intelligence Department of the Board of Trade, deprecating the proposal of the Consul-General for China in London to introduce the Consular Invoice system between this country and China; and that support should be given to the Edinburgh Chamber of Commerce in representing to the Chancellor of the Exchequer the need for restricting the income-tax in time of peace, so as not to impair its efficiency in time of war. The council also re-appointed two representatives on the Council of Foreign Bondholders—viz. Mr. F. Faithful Egg and Sir Richard Martin.

DEALER COTTON.

A Manchester correspondent writing on the 26th ult. said it would seem that the New York City firms were determined to raise values higher. Already the advance during the past month has been fully 3d. per lb. on American kinds. Lancashire spinners are fearing that prices may be kept up and some are buying more freely for future wants. As is always the case, it is difficult to obtain commercial rates in yarn and cloth, but latest telegrams from India show that "limits" are being adjusted, and more trade in piece goods is undoubtedly coming round from Bombay and Calcutta, as well as Kursachi.

Cotton buyers, who have a keen view of events, have lately bought moderately. Short time is still going on at many factories, and it looks if it would.

STRAITS AND GENERAL DEVELOPMENT COMPANY.

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CHINA INLAND MISSION.

The China Inland Mission, according to the report presented to the annual meeting in the Queen's Hall last month, has now 923 representatives at work, recruited from many denominations, chiefly in the British Empire and the United States. The total shows an increase of 23 for the year, and of 193 since 1902.

The income, £25,329, shows a decrease of 2,241 in receipts here and £6,660 in receipts from America and Australia—on the mission field itself. But as the receipts for 1907 included a special fund of £9,000 for famine relief, the ordinary income shows a considerable growth.

On the very day when funds had to be appropriated and telegraphed to Shanghai, a donation of £5,000 was received. There are more than 21,000 communicants in the mission's churches, 2,507 having been received during the year. The report alluded to revivals in Manchuria and Korea, as well as here and there in China, the characteristic features being "the overwhelming and poignant sense of sin, expressed at times in tempests of agonized cries and tears until the noise has been heard afar" —confession and confession being followed by reconciliation and restitution.

Mr. Theodore Howard, the chairman, said that a wonderful blessing had come upon the aboriginal tribes as well as on the Chinese and Manchurian and Koreans already referred to. All the mission's financial needs had been met, though not a single appeal for money had been made.

Mr. James Stark, who for 16 years has been at the mission's headquarters in Shanghai, said that more than half of the 30,000 converts made in the last seven years. A pure church rather than a large church was the aim always kept in view. To avoid pauperizing the converts, they were required to pay half the cost of maintaining the mission schools.

A second meeting was held at night in the same hall.

NEW YORK LIFE INSURANCE CO.

A THOUSAND AGENTS TO BE DISMISSED.

A New York dispatch appearing in the American papers says:—The New York Life Insurance Company, on May 31st next, will dismiss more than 1,000 of its agents on account of the New York State law, to which it is subject, limiting new business which life insurance companies may do in one year to \$150,000,000. This law, which is part of the legislation that was enacted after the revelations of the scandalous mismanagement of the life insurance business, has been upheld as constitutional in a decision rendered recently by Justice O'Gorman of the Supreme Court.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegrams—*to Advertisers: PRESS Codes: A.B.C. 5th Ed. Lieber's 1.C. Box 33. Telephone No. 12.*

NEW ADVERTISEMENTS

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, on SATURDAY, the 29th day of May, 1909, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th May, to the 2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 19th May, 1909. [747]



WANTED.

EXPERIENCED ASSISTANT TEACHER (female) wanted for Garrison Children's School, Garden Road. Application should be made to the SCHOOLMISTRESS.

Hongkong, 19th May, 1909. [748]



FOR SALE.

THE WAR DEPARTMENT LAUNCH "MINER" 40 tons, length 68 feet, beam 15 feet, speed 7½ knots (approximate), with fittings as per inventory, and spare parts (Propeller, Boiler, Tubes, etc.).

The Vessel may be viewed by appointment on application to the Officer in charge of Electric Lights and Telephones, Wellington Barracks.

Tenders should be delivered at the Office of the Chief Engineer, Victoria Barracks, by 12 NOON, on the 10th day of JUNE, 1909, addressed to the Staff Officer, Royal Engineers, and marked on the outside "Tender for W. D. launch."

Hongkong, 19th May, 1909. [749]

JAVA-CHINA-JAPAN LIJN.

FOR SAIGON, BATAVIA, CHERIBON, SAMARANG, SOERABAJA AND MACASSAR.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

Hongkong, 14th May, 1909. [735]

THE Steamship

"TJILMAH," Captain Bouman, will be despatched for the above ports on or about SATURDAY, 22nd inst., 10 A.M.

For information as to Freight and Passage, apply to the Head Agent of the

JAVA-CHINA-JAPAN LIJN, York Building, 1st Floor.

Hongkong, 19th May, 1909. [750]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENGANG AND SINGAPORE.

THE Company's Steamship

E. FRANZ FERDINAND, having arrived, Consignees of cargo are hereby informed that their goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings cargo from Bombay ex s.s. "Koerber," transhipped at Bombay.

Venice ex s.s. "Metzovich," transhipped at Trieste.

Smyrna ex s.s. "Styrax," transhipped at Trieste.

Optical cargo will be discharged here unless notice to the contrary be given immediately.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent to the office of the undersigned before NOON on the 25th inst., or they will not be recognised.

No fire insurance has been effected, and any goods remaining in the godown after the 25th inst., will be subject to rent.

Bills of lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 18th May, 1909. [3]

FOR SALE

FOR SALE.

A MAGAZINE HAND CAMERA to carry one dozen plates 5½ x 4. Good lens and easy adjustment.

Apply to—

Care of "Daily Press" Office.

Hongkong, 6th May, 1909. [710]

FOR SALE.

ELECTRIC PLANT consisting of: TWO 125 Kilowatt STEAM ALTERNATORS. Output, 60 Amperes at 2100 Volts. The sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. ROBEY & CO., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWNE and LINDLEY. For further particulars apply

HONGKONG ELECTRIC CO., LTD.

St. George's Buildings.

Hongkong, 23rd April, 1909. [649]

INTIMATIONS

HONGKONG CINEMATOGRAPH.

OPPOSITE CENTRAL MARKET.
Under New Management.

FROM 9.15 TO 11.15 P.M.

TO-NIGHT! TO-NIGHT!

FOR A FEW NIGHTS ONLY.

PROFESSOR VICENTE KEMMPO, the only man in the world who is ABSOLUTELY GLASS PROOF, will appear TO-NIGHT in his marvellous BARE FOOT DANCE.

FOR PROGRAMME AND FEES

SEE HAND BILLS.

The Management invites any Doctor or any Member of the Public who wishes to examine the feet and the back of Professor VICENTE KEMMPO, to come on the stage before or after each performance and do so. The glass eating may also be closely scrutinized by anybody who wishes to do so on the stage.

By Order of the Board of Directors,

GEO. A. CALDWELL,

Acting Secretary.

Hongkong, 23rd April, 1909. [559]

NOTICE.

THE MANAGER of KENNEDY'S STABLES begs to inform the residents of KOWLOON and district that provided sufficient support be forthcoming he will be prepared to establish SHOEING FORGE at KOWLOON where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge the Manager hopes that the scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the undersigned.

G. W. GEGG,

Manager, Kennedy's Stables.

Hongkong, 5th May, 1909. [705]

NOTICE.

OUR BUSINESS has been REMOVED to No. 14, DES VOEUX ROAD, CENTRAL (lately occupied by Madame Jay).

Hongkong, 26th April, 1909. [667]

LOST.

ON the morning of 12th inst., near Douglas Pier, BLACK SPANIEL BITCH answering to the name of BIRDY. Anyone in possession of same after this notice will be prosecuted. Anyone returning the dog to M. H. SETH, NORMAN COTTAGE, PEAK ROAD, will be rewarded.

Hongkong, 14th May, 1909. [735]

WANTED.

LADY returning to England desires a EUROPEAN NURSE to take charge of an infant on the voyage.

Apply by letter.

Care of "Daily Press" Office.

Hongkong, 17th May, 1909. [745]

SITUATION WANTED.

A YOUNG SWISS LADY seeks a situation as Travelling Maid or as Governess. Speaks English, French, German, and Italian.

Apply to—

Box 224.

Care of "Daily Press" Office.

Hongkong, 7th May, 1909. [714]

HONEY SUCKLE

BRAND

FRESH BUTTER

We offer this Butter as a SUPERFINE ARTICLE UNQUELLED IN THE EAST.

Connoisseurs will endorse this statement after trial.

PRICE—\$1 a lb.

THE DAIRY FARM CO., LTD.

[563]

GRACA & CO.

(Established 1896)
No. 27 DES VOEUX ROAD.

Dealers in

POSTAGE STAMPS

AND

VIEW POST CARDS.

Just Received a Selection of SEN'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition, from \$1.75 to \$16 Each.

SUGAR CORN SEEDS.

Inspection Invited. [548]

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

BELLIANCE CROWN

TARPAULIN

ARNHOLD, KARBERG & CO.

1674 Sole Agents.

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907

£18,114,624.

Authorised Capital £3,000,000

Subscribed Capital 2,750,000

Paid-up Capital 687,500 0 0

II. Fire Funds 3,065,374 15 7

FOR SALE.

The undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1908. [1019]

PUBLIC COMPANIES

THE PARIS TOILET COMPANY, LTD.

NOTICE.

THE THIRD GENERAL MEETING of SHAREHOLDERS will be held on SATURDAY, the 22nd inst., at 12.30 P.M., at No. 5, Queen's Road Central, the Registered Office of the Company, for the purpose of receiving a statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing an Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 19th May, to SATURDAY, the 5th June, both days inclusive.

Apply to—

PERCY SMITH & SETH,

General Managers.

Hongkong, 15th May, 1909. [741]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

THE SHARE CERTIFICATE, No. 2915 for Ten Shares numbered 1914/19150 inclusive, fully paid up, standing in the Register in the name of AUGUSTE PIERRE MARY, deceased, having been LOST. Notice is hereby given that unless the said Certificate is produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 27th May, 1909, a new Certificate for the said shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

By Order of the Board of Directors,

GEO. A. CALDWELL,

Acting Secretary.

Hongkong, 23rd April, 1909. [559]

NOTICE.

THE PEAK TRAMWAYS COMPANY, LTD.

NOTICE.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM LEITH, ANTWERP, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned or before the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents, Hongkong, 13th May, 1909. [734]

FROM EUROPE.

THE H.A.L. Steamship

"SILVIA" having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Goods will be forwarded unless notice to the contrary is given before To-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 14th May, 1909. [738]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where such Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND
STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where such Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1]

NOTICE TO CONSIGNEES.

S.S. "ST. PATRICK,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 17th May, 1909. [744]

INDIAN REFORM.

LORD MACDONNELL'S HISTORY.

In the course of a long letter to *The Times* Lord MacDonnell says: "The most important features from the administrative point of view of the first quarter of a century following the Mutiny were the promotion of English education and the efforts made to associate the Indian peoples with us in the administration of local affairs. The Indian Universities were created, English schools established in the interior, and the Indian Council Act of 1861 passed into law. Councils had not been long in operation before it was seen that decentralisation in the domain of administration was necessary for progress as decentralisation in law making. Accordingly, the great scheme of provincial finance was carried through by Lord Mayo and Sir John Strachey, whereby local governments are freed from the minute control of the Government of India, and were enabled, within limitations, to manage their charges in their own way. But no Province was any enthusiasm evoked, or anti-feudal displayed for local government except in the few towns and districts in which there was a European colony. Municipal boards and district councils remained inanimate bodies. The conception of "Government of the people by the people" was entirely foreign to the Indian mind. Such was the situation when the Marquis of Ripon became Viceroy. Struck with the disappointing results which had been won in the fields of education and of local government he caused a careful inquiry to be made into both matters. The sequel was that instructions were issued with the aim of giving more practical bent to education, and with the object of introducing the elective principle into local boards and freeing them from official tutelage. The effect of these orders on education was decidedly good but on local government the effect was not substantial. The orders presupposed a degree of public spirit in these boards which did not then exist, and only exists to-day in a few advanced cities and districts, in which English education has really moulded the people's ways of thought. But, while the Government of India and the various local governments were engaged in planting the seeds of self-government among people, to 98 per cent of whom it was totally unintelligible, a small fraction of the remaining 2 per cent were meditating an entirely new departure in Indian politics. Abandoning the idea of slowly building up a political system from the bottom in India they aimed at a transformation of Government at the top. Later on the claims of the Indian National Congress were examined by Lord Dufferin and Lord Lansdowne, and the result was the Indian Councils Act of 1892. From that time till 1904 there was a hull in the demand for constitutional reform. The old Romans held that to sneeze between noon and midnight was a good omen; but that to sneeze between midnight and noon was a very bad sign. Also to sneeze while in the act of rising from bed was an omen of such direful import that one should at once return to bed for awhile.

PHASES OF POLITENESS.

CURIOS NATIONAL CUSTOMS.

The politest of Eastern peoples, the Japanese, in the departure of a guest and with a genial smile announce: "The honourable guest is about to leave his wretched servant's despicable house. I regard thee!" The politest of Western peoples, the French, under similar circumstances, the single word "Passez," which sounds much like a sneeze. The Filipino's parting benediction is bestowed by rubbing with his hand the face of the departing one.

When parting from each other, Fiji Islanders cross two red feathers, by way of showing their politeness; and natives of New Guinea exchange chocolates. The Burmese, with a low bow, murmur, "Hib, hib!" in the ear of the departing. South Sea Islanders, generally running ratto each other's whale teeth necklaces.

It is an old fact that, with reference to the act of sneezing, there exists nearly everywhere some equivalent of "God bless you;" with which salute the person who sneezes.

In France there is sometimes added to this expression, "and preserve you from the fate of Tycho Brahe," who is supposed to have met his death while in the throes of a violent fit of sneezing. In England a regular formula is used: "Once for a wish, twice for a kiss, three times for a letter, and four times for a disappointment." The Italian form of the sneeze salutation is simply "Felicità!" (May you be fortunate). When one sneezes in India, the Hindu exclaims fervently, "May you live to which one is expected to reply, "Long life to you!" It is said that should a Hindu sneeze in the holy Ganges, he will make penitential sign over his face, stop in his ritual, and begin all over again.

The Germans say "Good health!" because they maintain, and not without reason, that the sneeze is a warning of the approach of a cold, and also marks the moment when a charm, a wish, or a suggestion may drive it away. The Germans go further in this direction, inasmuch as they exclaim, "God be thanked!" (May you be fortunate). When one sneezes in India, the Hindu exclaims fervently, "May you live to which one is expected to reply, "Long life to you!" It is said that should a Hindu sneeze in the holy Ganges, he will make penitential sign over his face, stop in his ritual, and begin all over again.

The old Romans held that to sneeze between noon and midnight was a good omen; but that to sneeze between midnight and noon was a very bad sign. Also to sneeze while in the act of rising from bed was an omen of such direful import that one should at once return to bed for awhile.

SHIPBUILDING IN THE FAR EAST.

A correspondent of the *Shipping Gazette* takes the Tokio correspondent of the *Kalotsche Zeitung* to task for stating that there is no room in Japan for the shipbuilding establishment which a Franco-Belgian Company proposes to set up at Tancoura. He states:

The point is that the German correspondent has it down (1) that because Baron Iwasaki of the Mitsubishi yard at Nagasaki is a large acquaintance to the Nippon Nippon Kisha and the Osaka Shosen, he has actually put to flight some evil spirit that was about to gain entrance to a man's body in order to feed upon his sacred fire.

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The old

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

| STEAMERS | TO SAIL | REMARKS |
|--|--------------------|----------------------|
| KOBE | NOON, 19th May | Freight only. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | 10 A.M., 22nd May | Freight only. |
| DELHI | About 27th May | Freight and Passage. |
| SHANGHAI | Capt. G. W. Gorlow | May |
| LONDON VIA USUAL PORTS | OCEANA | 11 A.M., 29th May |
| SHANGHAI, KOBE, SIMLA and YOKOHAMA | About 4th June | Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th May, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

| STEAMERS | TO SAIL |
|---|----------------------|
| HOHOKW and HAIPHONG | "SINGAN" |
| WEIHAIWEI and CHEFOO | "KUEICHOW" |
| SHANGHAI | "CHINHUA" |
| NEWCHWANG | "KWEIYANG" |
| SHANGHAI | "CHENAN" |
| MANILA | "TAMING" |
| SHANGHAI | "YINGCHOW" |
| SHANGHAI | "ANHUI" |
| MANILA | "TEAN" |
| MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH | "CHANGSHA" |
| DIRECT SAILINGS TO WEST RIVER, Twice Weekly. | On 19th May, 9 A.M. |
| | On 19th May, 4 P.M. |
| | On 20th May, 4 P.M. |
| | On 21st May, 4 P.M. |
| | On 23rd May, 4 P.M. |
| | On 25th May, 3 P.M. |
| | On 27th May, 4 P.M. |
| | On 30th May, 4 P.M. |
| | On 1st June, 3 P.M. |
| | On 15th June, 4 P.M. |

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE

EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th May, 1909.

11

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS | FOR | LENVIAG. |
|-------------|------------------------|-----------------------------|
| "HAIMUN" | SWATOW | WEDDAY, 19th May, at 1 P.M. |
| Capt. Evans | SWATOW, AMOY & FOOCHOW | FRIDAY, 21st May, at 1 P.M. |

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 18th May, 1909.

19

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG-SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| FOR | THE CO.'S S.S. | LEAVING |
|---------------------|-------------------|------------------------------|
| HONGKONG VIA SWATOW | "BUJUN MARU" | WEDDAY, 19th May, at 10 A.M. |
| AMOY & FOOCHOW | Capt. Y. FUSENO | SUNDAY, 23rd May, at 10 A.M. |
| TAMSU VIA SWATOW | "DAIGI MARU" | WEDDAY, 26th May, at 10 A.M. |
| SWATOW & TAMSU | Capt. H. MURAYAMA | WEDDAY, 26th May, at 10 A.M. |
| ANPING VIA SWATOW | "SOSU MARU" | WEDDAY, 26th May, at 10 A.M. |
| AMOY | Capt. K. SUGI | WEDDAY, 26th May, at 10 A.M. |

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships.

Passenger and are fitted throughout with Electric Light. First-class Cabins Amidships.

Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th May, 1909.

T. ARIMA, Manager.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS | TO SAIL |
|---|----------------------------|
| SHANGHAI VIA SWATOW | "WINGSANG" |
| KOBE | WEDDAY, 19th May, Noon. |
| TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO | AMARA |
| "CHIPSHING" | WEDDAY, 19th May, 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "KUTSANG" |
| "WINGSANG" | Thursday, 20th May, Noon. |
| "YUENSANG" | Thursday, 20th May, 4 P.M. |
| MANILA | FRIDAY, 21st May, 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "LAISANG" |
| "HOPSANG" | Saturday, 22nd May, Noon. |
| SINGAPORE & SAMARANG | "TGCOSHING" |
| "LOONGSANG" | Tuesday, 25th May, Noon. |
| SHANGHAI | FRIDAY, 29th May, 4 P.M. |
| MANILA | FRIDAY, 29th May, 4 P.M. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 19th May, 1909.

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EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING. |
|-------------------------------|----------|------------------|
| SHANGHAI, YOKOHAMA and KOBE | "NIPPON" | Middle of May. |
| MARSEILLES, HAVRE, COPENHAGEN | "CANTON" | Middle of June. |
| AGEN and GOTHENBURG | | |

For Further Particulars apply to

MELCHERS & CO., AGENTS.

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NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU (Capt. F. F. COPE) About Wed. 2nd June.

HIRANO MARU (Capt. H. FRASER) About Wed. 30th June.

KAMO MARU (Capt. F. L. SOMMER) About Wed. 28th July.

MISHIMA MARU (Capt. A. E. MOSES) About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

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NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | TONS. | SAILING DATES. |
|---|-----------------|-------|--------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID | "IYO MARU" | 6500 | WEDDAY, 26th May, at Daylight. |
| WEDDAY, 9th June, at Daylight. | "WAKASA MARU" | 6500 | TUESDAY, 25th May, at 4 P.M. |
| SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOAKA, SHIMIDZU and YOKOHAMA | "KAGA MARU" | 6500 | TUESDAY, 8th June, at 4 P.M. |
| SYDNEY and MELBOURNE | "TOSA MARU" | 6000 | FRIDAY, 11th June, at Noon. |
| via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | "KUMANO MARU" | 6000 | FRIDAY, 9th July, at Noon. |
| NAGAKARI, MOJI, "KOBEMARU" and "KOBEMARU" | "KAWACHI MARU" | 9000 | FRIDAY, 21st May, at Noon. |
| BOMBAY via SINGAPORE | "BOMBAY MARU" | 5000 | FRIDAY, 21st May, at 5 P.M. |
| SHANGHAI, MOJI and TAKASAKI MARU | "TAKASAKI MARU" | 5000 | THURSDAY, 27th May, at 5 P.M. |
| KOBE | "KAWACHI MARU" | 6500 | FRIDAY, 28th May, at 5 P.M. |
| KOBE and YOKOHAMA | "KUMANO MARU" | 6000 | WEDDAY, 9th June, at Noon. |
| NAGASAKI, KOBE and YOKOHAMA | "KUMANO MARU" | 6000 | WEDDAY, 9th June, at Noon. |

* Calling at Keelung.

† Fitted with New System of Wireless Telegraphy.

‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Monday, the 24th instant, being Public Holiday, the Post Office will be open for one hour only, from 8 till 9 a.m. In the event of the arrival of the French Mail from South the delivery will be as usual.

There will be one delivery and a collection of letters as on Sundays.

The Money Order Office will be entirely closed.

Approximate times of closing mails at: *Shanghai via Densy and Siberia.*

22nd May at 8.30 p.m.
23rd May at 8.30 p.m.
24th May at 8.3 p.m.
3rd June at 8.00 a.m.

The *Letter*, with the German mail of the 22nd April left Singapore on Saturday, the 15th inst., at 8.30 a.m., and may be expected here to-day, at noon.

The *Sydney*, with the French mail, left Singapore on Monday, the 17th inst., at 3 p.m., and may be expected here on or about Monday, the 24th instant, at daylight. This packet brings *replies* to letters *not* posted from Hongkong on the 20th March.

YOKOHAMA

PARIS

DATE

Quang Chow Wan *Shanghai via Densy and Siberia.*
Hoihow and Haiphong *Shanghai via Densy and Siberia.*
Swatow, Amoy, Foochow and Shanghai *Shanghai via Densy and Siberia.*
Kobe *Shanghai via Densy and Siberia.*
Shanghai *Shanghai via Densy and Siberia.*
Swatow and Shanghai *Shanghai via Densy and Siberia.*

Europe, etc., India via Tucorin, *extra*
(late Letters 11.00 to 11.30 A.M.)
Postage 10 cents, *extra*
Letters posted in all the Pillar Boxes *in time for the first clearance will be included in this contract mail.*

Swatow *Shanghai via Densy and Siberia.*
Macao *Shanghai via Densy and Siberia.*
Kobo *Shanghai via Densy and Siberia.*
Weihaiwei, Choo-foo and Tientsin *Shanghai via Densy and Siberia.*
Swatow, Weihaiwei, Chefoo and Tientsin *Shanghai via Densy and Siberia.*
Quang Chow Wan *Shanghai via Densy and Siberia.*
Shanghai, Yokohama, Kobo and Moji *Shanghai via Densy and Siberia.*
Moji *Shanghai via Densy and Siberia.*
Shanghai *Shanghai via Densy and Siberia.*
Kuchintza, Kobo, Yokohama, Victoria, Tacoma, Vancouver and Seattle *Shanghai via Densy and Siberia.*
Nagasaki, Moji, Kobo and Yokohama *Shanghai via Densy and Siberia.*

BORDEAUX CHEAP CLARET.

We are offering this rate to our customers and the public as a right wine for ordinary daily use, and we assure them that this brand is far Superior in Quality and Cheaper in Price than any other low priced brand of claret to be obtainable in the market.

VIN ORDINAIRE (CORTES CASTILLION)

PRICE \$5.50 2 Doz. PINTS.

" \$4.50 1 " QTS.

SAMPLE ON APPLICATION.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

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COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

May 18th.

ON LONDON:—
Telegraphic Transfer 1/93
Bank Bills, on demand 1/92
Bank Bills, at 30 days' sight 1/92
Bank Bills, at 4 months' sight 1/92
Credits, at 4 months' sight 1/92
Documentary Bills, 4 months' sight 1/92

ON PARIS:—
Bank Bills, on demand 224
Credits, at 4 months' sight 222
ON GERMANY:—
On demand 182

ON NEW YORK:—
Bank Bills, on demand 434
Credits, at 60 days' sight 446

ON BOMBAY:—
Telegraphic Transfer 1332
Bank, on demand 1342

ON CALCUTTA:—
Telegraphic Transfer 1333
Bank, on demand 1343

ON SHANGHAI:—
Bank, at sight 742
Private, 30 days' sight 754

ON YOKOHAMA:—On demand 863
ON MANILA:—On demand Pesos 88

ON SINGAPORE:—On demand 764
ON BATAVIA:—On demand 167

ON HAIPHONG:—On demand 104 pm
ON SAIGON:—On demand 84 pm

ON BANGKOK:—On demand 84 pm
Sovereigns, Bank's Buying Rate \$11.10
Gold Leaf, 100 fine, per tael 550.20
Bar Silver, per oz 248

Subsidiary Coins per cent

Chinese 20 cents pieces \$7.40 discount
Chinese 10 " 58.27
Hongkong 20 " 56.80
Hongkong 10 " 57.05

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. *Luettich* carrying the German Mail with dates from Berlin of the 21st ultimo, and left Singapore on the 15th instant at 8 a.m., and may be expected here to-day at noon.

THE T.K.K. str. *Hongkong Maru* is due to arrive here to-morrow.

The P.M. str. *Asia* from San Francisco, sails from Yokohama on the 15th inst., and is due to arrive at this port 23rd inst.

THE FRENCH MAIL.
The M.M. str. *Sydney* with the French Mail of the 25th ultimo, and mails from London of the 24th ultimo, left Singapore on Monday the 17th instant at 3 p.m., and may be expected to arrive here on Monday morning the 24th inst., and will leave for Shanghai and Japan on the same afternoon.



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1745

BEWARE OF WHISKIES

Sold under Similar Names

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

THE MOST CELEBRATED CIGARETTES IN THE WORLD "THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA
TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS **HAND MADE**

75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS

BRISTOL & LONDON.

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SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 19TH, 1909.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTATIONS CASH. |
|---|----------------|-----------|----------|--------------------------|
| Alhambra, Limited | 300 | Rs. 200 | Rs. 200 | Nominal |
| BANKS. | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | 1,8960, buyers |
| National Bank of China, Limited | 99,925 | \$7 | 25 | 515, buyers |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | 510, buyers |
| CHINA. | | | | |
| China Borneo Company, Limited | 60,000 | \$12 | \$12 | 5123, sales |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | 510, sellers |
| China Provident, Loan & Mortgage Co., Ltd. | 200,000 | \$10 | \$10 | 513, sales |
| COTTON MILLS. | | | | |
| Ewo Cotton Spg. & Weaving Co., Ltd. | 20,000 | Tls. 50 | Tls. 50 | Tls. 121. |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | Tls. 10 | Tls. 10 | Tls. 92. |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 91. |
| Laou-Kung-Mow Spin. & Weav. Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 112. |
| Soy Uche Cotton Spinning Co., Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 400. |
| Dairy Farm Company, Limited. | 40,000 | \$75 | \$6 | 5162, sellers |
| DOCKS AND WHARVES. | | | | |
| Hongkong & Kowloon Wharf & Co., Ltd. | 60,000 | \$50 | all | 5168. |
| Hongkong and Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | 5170, sellers |
| New Amoy Dock Co., Limited | 10,000 | \$65 | \$62 | 5154, buyers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 55. |
| Hongkong Wharf Co., Ltd. | 36,000 | Tls. 100 | Tls. 100 | Tls. 170. |
| Fenwick & Co., Limited. | 18,000 | \$25 | \$25 | 511, sellers |
| Green Island Cement Co., Limited. | 400,000 | \$10 | \$10 | 5190, sellers |
| Hongkong and China Gas Co., Limited. | 7,000 | \$10 | \$10 | 5192, buyers |
| Hongkong Electric Co., Limited. | 60,000 | \$10 | \$10 | 5193, buyers |
| Hongkong Hotel Company, Limited. | 8,000 | \$25 | all | 5142 (new) sel. |
| Hongkong Milling Co., Ltd. (in Liquidation). | 5,000 | \$25 | \$25 | 5155, sellers |
| Hongkong Rope Manufacturing Co., Limited | 60,000 | \$10 | all | 5124, sellers |
| INSURANCES. | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | \$50 | 5197. |
| China Fire Insurance Co., Limited | 20,000 | \$100 | \$20 | 5103, buyers |
| China Traders Insurance Co., Limited | 24,000 | \$83.33 | \$25 | 5135, buyers |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | \$245 | 5145, sales |
| North-China Insurance Co., Limited | 10,000 | \$15 | \$5 | 5104, buyers |
| Union Insurance Society, Limited | 12,400 | \$250 | \$100 | 5184. |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$60 | 5122. |
| LANDS AND BUILDINGS. | | | | |
| Hongkong Land Invest. Agency Co., Ltd. | 50,000 | \$100 | \$100 | 5102, buyers |
| Humphreys' Estate and Finance Co., Ltd. | 150,000 | \$10 | all | 5199, buyers |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | \$30 | 5130. |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 120. |
| West Point Building Co., Limited | 12,500 | \$30 | \$50 | 5144. |
| Mining. | | | | |
| Societe Francaise des Charb'ges du Tonkin | 16,000 | Feas. 250 | all | 51625, buyers |
| Rub-Australian Gold Mining Co., Ltd. | 200,000 | Feas. 21 | \$2 | 5192, buyers |
| Peak Tramways Co., Limited | 25,000 | \$10 | all | 5114. |
| Philippine Co., Limited | 75,000 | \$10 | \$10 | 5132, sellers |
| REFINERIES. | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | 5141, buyers |
| Luson Sugar Refining Co., Limited | 7,000 | \$100 | all | 5116, sellers |
| Robinson Piano Co., Limited | 4,000 | \$50 | \$50 | 5150, sellers |
| STREAMSHIP COMPANIES. | | | | |
| China and Manilla Steamship Co., Ltd. | 30,000 | \$25 | \$25 | 511, sellers |
| Douglas Steamship Co., Limited | 20,000 | \$50 | \$50 | 5156. |
| Hongkong, Canton & Macao S.B. Co., Ltd. | 80,000 | \$15 | \$15 | 5151, sellers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 | \$5 | all | 5152, sel. 5127.5 |
| Shell Transport & Trading Co., Limited | 2,000,000 | \$1 | \$1 | 5160, buyers |
| Star Ferry Company, Limited | 10,000 | \$10 | \$8 | 5115, buyers |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | 5122, sellers |
| Steam Laundry Company, Limited | 20,000 | \$5 | \$5 | 5151, sellers |
| STORES AND DISPENSARIES. | | | | |
| Campbell, Moore & Co., Limited | 1, | | | |